

RESOLUTION NO. 75- 170

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VISTA, CALIFORNIA,
AMENDING THE GENERAL PLAN OF THE CITY OF VISTA BY ADDING A
BICYCLE, HIKING AND EQUESTRIAN TRAILS ELEMENT THERETO

PLANNING CASE NO.: 75-40
ENVIRONMENTAL NO.: E 75-71

WHEREAS, the City Council of the City of Vista has adopted the General Plan of the City of Vista, as amended; and

WHEREAS, on November 3, 1975, the Planning Commission of the City of Vista duly adopted Resolution No. 75-114 recommending to the City Council the amendment of the General Plan of the City of Vista by adding a Bicycle, Hiking and Equestrian Trails Element thereto; and

WHEREAS, the content of a duly certified Environmental Impact Report was read and considered prior to acting on the amendment; and

WHEREAS, Section 65357 of the Government Code provides for the amendment of the General Plan or any part or Element thereof by resolution of the legislative body of the City.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Vista amends the General Plan of the City of Vista as follows:

1. That the General Plan of the City of Vista is hereby amended by adding thereto a Bicycle, Hiking and Equestrian Trails Element consisting of the text identified as the "City of Vista General Plan - Bicycle, Hiking and Equestrian Trails Element," the original of which is on file in the office of the Director of Planning of the City of Vista, and a copy of which is attached hereto as Exhibit A, and by this reference, incorporated herein as if set forth in full; and map, the original of which is on file in the office of the Director of Planning of the City of Vista, and a copy of which is attached hereto as Exhibit E, and by this reference incorporated herein as if set forth in full.

2. The overriding considerations in approving the amendment despite the environmental impacts are as follows:

A. The Element will provide for the recreation and transportation needs of the City.

1 3. The City Clerk is directed to endorse and sign the said referenced text
2 and map identified in paragraph 1 of this resolution to indicate the adoption
3 of this resolution by the City Council as provided in Government Code, Section
4 65359, and transmit a copy of this resolution to the Planning Commission and
5 the Director of Planning of the County of San Diego.

6 4. The General Plan previously approved by the City Council is set aside
7 and modified to the extent it is in conflict with the text and map adopted
8 by paragraph 1 hereof; and, except as amended and modified by this resolution
9 the General Plan of the City of Vista, as amended, shall remain in full force
10 and effect.

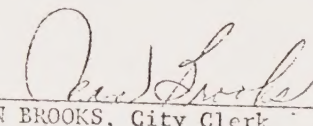
11 PASSED AND ADOPTED at a regular meeting of the City Council of the
12 City of Vista, held on the 24 day of November, 1975, by the following vote:

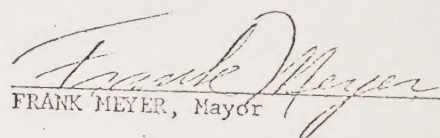
13 AYES: COUNCILMEN: Tracy, McClellan, Foo and Mihalek

14 NOES: COUNCILMEN: Meyer

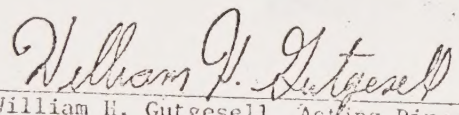
15 ABSENT: COUNCILMEN: None

16 ATTEST:

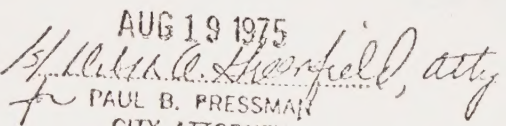
17 
18 JEAN BROOKS, City Clerk

19 
FRANK MEYER, Mayor

20 CONTENTS APPROVED:

21 
22 Date 11-17-75
23 William H. Gutgesell, Acting Director of Planning

24 APPROVED AS TO FORM

25
26 AUG 19 1975
27 
28 PAUL B. PRESSMAN
CITY ATTORNEY

29

30

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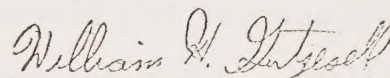
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CITY OF VISTA GENERAL PLAN
BICYCLE, HIKING AND EQUESTRIAN TRAILS ELEMENT

APPROVED BY THE CITY OF VISTA PLANNING COMMISSION NOVEMBER 3, 1975

RESOLUTION NO. 75-114

SECRETARY OF SAID COMMISSION

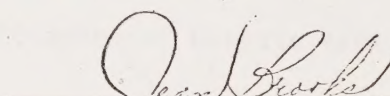


WILLIAM H. GUTGESELL

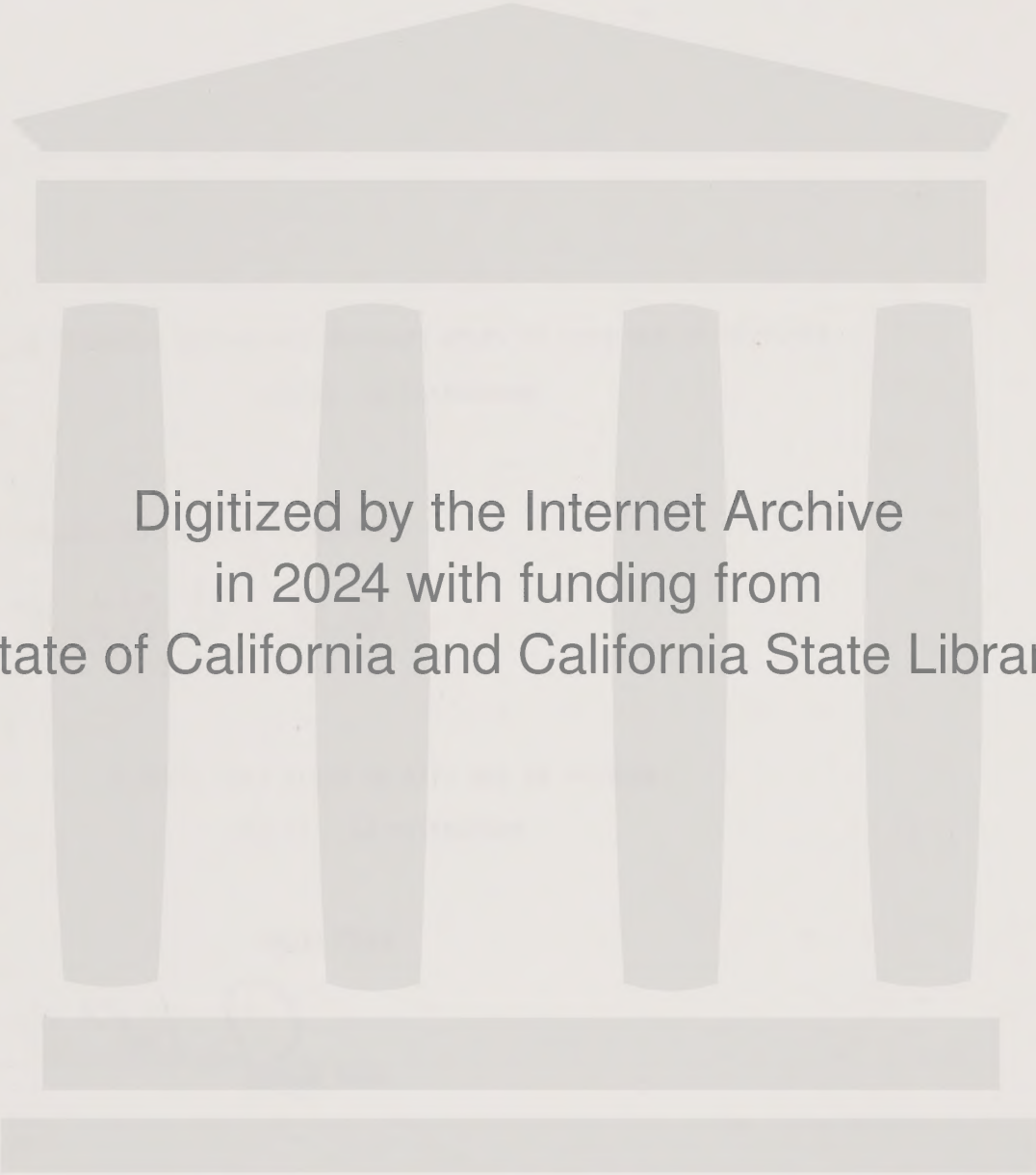
ADOPTED BY THE CITY OF VISTA CITY COUNCIL

RESOLUTION NO. 75-170

CITY CLERK



JEAN BROOKS



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BICYCLE, HIKING AND EQUESTRIAN TRAILS

A. BICYCLE TRAILS

1. Nature of Bicycle Trails. Bicycle trails are a supplement to automobile street facilities. Bicycle trails require a surface and generally can be used for the same origin-destination as local motor traffic. Generally, bicycles are used by people who, on an average, are younger than automobile users. Thus, there are specific destinations that lend themselves to optimum bicycle use. Some of these destinations can be listed. These are: junior colleges and high schools, large parks, the beach via the Oceanside Boulevard corridor and the Anza freeway, and elementary schools on major or collector streets. These destinations should have the highest class and capacity of bicycle trails possible under the circumstances. It must be remembered that bicycles are permitted on all public streets (except freeways) subject to specific traffic laws. Use of bicycles for work or shopping trips are limited because of limited number of employers in the first case, and inability to carry large packages on bicycles in the second case.
2. Obstacles. The City of Vista and its sphere of influence contain significant obstacles for the establishment of bicycle trails. Among these are:
 - a. Hilly terrain, making it undesirable for all but hearty people to use bicycles.
 - b. Condition where the existing width of streets is inadequate for automobile capacity and the necessary additional width for bicycle use is often difficult if not impossible to obtain.

- c. Because of narrow winding roads, numerous clusters of trees and lush growth in the watercourses, there is a definite visibility safety hazard associated with bicycle use.
 - d. Utility easements, potentially usable for safe bicycle trails, do not connect with logical destinations or otherwise fit efficiently into a system.
3. Standards and Policies. The City of Vista should consider the following criteria in respect to establishing bicycle trails:
- a. Using the standards of Illus. A, the highest possible restricted type bicycle trails should be established where shown on the adopted bicycle trail map of the General Plan. Where possible, all bicycle trails should be separated from vehicular and pedestrian traffic by a physical separation or safe distance.
 - b. All major through-bicycle routes should be marked by painted lanes and by bicycle route posted signs.
 - c. Major bicycle route plans should be included along all major arterial streets where significant areas of property must be acquired for extension or upgrading in the future specifications of those particular streets. These streets include, but are not limited to, Melrose Drive, Foothill Drive from Oceanside Boulevard through Monte Vista and Buena Creek Road, Olive Avenue, Sycamore Avenue and Sunset Drive west of Highway 78.
 - d. Rest areas should be encouraged in public areas along the major bicycle trails.
 - e. All City through-routes should connect with County or other jurisdictions' systems, where possible.
 - f. Merchants, school officials, and public service agencies should be encouraged to provide safe, efficiently located, and secure

parking facilities to encourage bicycle use.

- g. Bicycle trails should be designated as "Scenic Trails" where qualified.
- h. Bicycle trail access should specifically connect to fire and/or police stations where bicycle safety programs may be conducted.
- i. Concurrent with the encouragement of bicycle use, maximum enforcement of traffic safety law should be established through law enforcement and educational programs.

4. Implementation.

- a. State and Federal money available for bicycle trail usage should be obtained and applied according to an adopted priority program.
- b. Where the bicycle trail is designated on the adopted map or otherwise required, dedication and improvement of such trails may be required for all subdivisions, building permit applications, special use permits, or other actions requiring a permit by the City.
- c. All public facilities should be designed to accommodate bicycle users. Property should be improved for bicycle trails wherever desirable and feasible.
- d. Money for bicycle trails may be made available from local bicycle license fees. This money shall be set up in separate funds for this purpose, to be administered by the City.
- e. The City, coordinated through the appropriate City department shall also be authorized to administer funds for donations for bicycle trails.

B. HIKING AND EQUESTRIAN TRAILS

Because of the surfaces required and the logical origin-destination characteristics, bicycle trails and hiking and equestrian trails are not compatible.

However, hiking and equestrian trails can, in most instances, be compatible. Both are leisure time activities requiring a pastoral or wilderness background separated from urban traffic. Hiking trails and equestrian trails are easily adaptable to natural open areas. Hiking trails should begin at parks or other public areas that have sufficient secure parking. Equestrian trails should tie into the existing horse owner and horse stable areas. If sufficient width or open space exists, hiking and equestrian trails can co-exist. Both require open country and both are limited to approximately 20 miles per day distance.

1. Standards and Policies. The City of Vista should consider the following criteria in respect to the establishment of hiking and equestrian trails. Hiking and equestrian trails shall be provided coincidentally at a width of 12 feet, unless physical constrictions exist where a minimum of less than 12 feet may be allowed.
 - a. Because exact structural sections will depend on location and width of the trails, no standard is provided; however, each trail shall be so constructed as to provide a reasonably level travelway, which may be safely negotiated by people of average capabilities.
 - b. All major routes should be marked by posted signs.
 - c. Hiking and equestrian trails should avoid streets where possible. Separated street crossings should be provided where possible.
 - d. Rest areas should be provided in public areas along the major hiking and equestrian trails.
 - e. All City through-routes should connect with County and neighboring jurisdictions' systems, where possible.
 - f. Hiking and equestrian trails should be established in areas of scenic beauty or other areas where hiking and riding will provide recreation and relaxation. Trails should also be provided to

areas containing a significant population.

- g. Littering, hazardous riding, bicycles, and off-road motor vehicles shall be prohibited on trails. Signs should be posted to that effect, and fines levied for violations should be placed in a fund administered by an appropriate City department for the maintenance, acquisition, and improvement of trails.

2. Implementation

- a. Where trail designations are shown on the adopted map or otherwise required, dedication and improvement of hiking and equestrian trails may be required for all subdivisions, building permit applications, special use permits, and other action requiring a permit by the City.
- b. Safe pedestrian and equestrian through-traffic easements, either along the perimeter or through all major development projects, may be a condition of approval where appropriate.
- c. Where applicable, practical, and reasonable, all properties boarding horses should provide through-easement access for equestrian traffic.
- d. Laws should be passed prohibiting use of hiking and equestrian trails by bicycles and off-road motor vehicles, as well as for the regulation of conduct on the trails. Fines should be imposed for violations to be used for maintenance, acquisition, and improvement of trails.
- e. State and Federal funds should be used wherever possible to acquire, maintain, and improve trails.

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